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FRIDAY, OCTOBER 5, 1906.

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SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000

RESERVE FUND—

Sterling Reserve \$10,000,000

Silver Reserve \$10,300,000

RESERVE LIABILITIES OF PROPTORS \$10,000,000

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HONGKONG—INTEREST ALLOWED.

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For 3 months, 2½ per cent. per annum.

For 6 months, 3 per cent. per annum.

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H. E. R. HUNTER,

Acting Chief Manager.

Hongkong, 17th September, 1906. [21]

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THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

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For the HONGKONG AND SHANGHAI BANKING CORPORATION,

H. E. R. HUNTER,

Acting Chief Manager.

Hongkong, 30th May, 1906. [22]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP.—Sh. Taels 7,500,000

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HUGO SUTER,

Manager.

Hongkong, 26th May, 1906. [23]

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL 45,000,000 (\$3,750,000).

RESERVE FUND FL 5,000,000 (£ 417,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai,

Rangoon, Semarang, Sourabaya, Cheribon,

Tegal, Pecalongan, Paseroean, Tjilatap,

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THE UNION OF LONDON AND SMITH'S

BANK, LIMITED.

THE Bank buys and sells and receives for

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INTEREST ALLOWED.

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balances.

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Do. 6 do. 4% do.

Do. 3 do. 3½ do.

L. ENGEL,

Agent.

Hongkong, 28th February, 1906. [24]

DENTAL SURGEON.

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PORCELAIN FILLINGS.

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Hongkong, 1st June, 1904. [617]

Mails.

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CAPITAL SUBSCRIBED £24,000,000

CAPITAL PAID-UP £21,000,000

CAPITAL UNCALLED £3,000,000

RESERVE FUND £13,700,000

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LONDON, direct OCEANA 6th October Freight and

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E. A. HEWETT, Superintendent. [14]

Hongkong, 5th October, 1906

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RUSSET LEATHER. Per Pair.

HOCKEY and CRICKET BOOTS. SHOOTING BOOTS.

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PLATE NO. 100, 1884.

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report on the following matters, viz.:—

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WEST RIVER STEAMERS.

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STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "POWAN,"	4,38 tons	Captain W. A. Valentine.
" " "FATSHAN,"	2,260 "	R. D. Thomas.
" " "HANKOV,"	3,073 "	G. V. Lloyd.
" " "KINSHAN,"	1,995 "	J. J. Losius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted). These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

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HONGKONG-MACAO LINE.

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Departures from Hongkong to Macao on week days at 2 P.M. On Sundays at Noon.		
Departures from Macao to Hongkong daily at 7.30 A.M.		

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S.S. "SAINAM,"	588 tons	Captain J. Willow.
" " "NANNING,"	569 "	C. Butcher.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M. and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

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Or of BUTTERFIELD & SWIBB,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 27th September, 1906.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer,	From	Expected on or about	Will leave for	On or about
TJIBODAS	JAVA	First half October	JAPAN VIA SHANGHAI	Second half October
TJIPANAS	JAPAN	Second half October	JAVA PORTS	Second half October
TJILIWONG	JAPAN	First half November	JAVA PORTS	First half November
TJIMAHU	JAVA	First half November	JAPAN VIA SHANGHAI	Second half November
TJILATJAP	JAPAN	Second half November	JAVA PORTS	Second half November

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

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THE HEAD AGENCY

OF THE JAVA-CHINA-JAPAN LIJN.

Telephone No. 375,
YORK BUILDINGS, 1st Floor.
Hongkong, 29th September, 1906.

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAK HING,"
SAILS every SUNDAY, TUESDAY, and THURSDAY, AT 7 P.M., for the above Ports.

THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

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S.S. "LINTAN" and S.S. "SAN-UL."
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These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.

BUTTERFIELD & SWIBB,

AGENTS,
WEST RIVER BRITISH S.S. CO.

Hongkong, 23rd December, 1905.

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Hongkong, 27th November, 1905.

148

Ships.

IMPERIAL GERMAN MAIL LINES.

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STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
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ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND
SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers
and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS..... SAILING DATES.

GNEISENAU WEDNESDAY, 19th October.

PRINZ LUDWIG WEDNESDAY, 24th October.

PRINZESS ALICE WEDNESDAY, 7th November.

ROON WEDNESDAY, 21st November.

BUELLOW WEDNESDAY, 5th December.

PRINZ REGENT LUFTPOLD WEDNESDAY, 19th December.

PRINZ EITEL FRIEDRICH WEDNESDAY, 2nd January, 1907.

SEYDLITZ WEDNESDAY, 16th January.

PRINZ HEINRICH WEDNESDAY, 30th January.

GNEISENAU WEDNESDAY, 13th February.

PRINZ LUDWIG WEDNESDAY, 27th February.

ON WEDNESDAY, the 10th day of October, 1906, at Noon, the Steamship GNEISENAU, Captain Grosch, with MAIls, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 8th October, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 9th October, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 9th October.

Contents of Packages are required. No Parcel Receipts will be issued for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Lines can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

1st Class 2nd Class 3rd Class

TO NAPLES, GENOA & GIBRALTAR ... £61. o. o. £42. o. o. £22. o. o.

Return 57. o. o. 63. o. o. 33. o. o.

TO SOUTHAMPTON, LONDON, BREMEN
AND HAMBURG 65. o. o. 44. o. o. 24. o. o.

Return 97. o. o. 66. o. o. 36. o. o.

TO NEW YORK VIA SUEZ:

VIA NAPLES, GENOA OR GIBRALTAR ... 64. o. o. 44. o. o. 26. o. o.

Return 115. o. o. 79. o. o. 47. o. o.

VIA BREMEN OR SOUTHAMPTON 68. o. o. 46. o. o. 27. o. o.

Return 123. o. o. 81. o. o. 49. o. o.

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland the SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

INTERRUPTION OF THE VOYAGE IN EGYPT:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or vice versa instead of using an Imperial Mail Steamer from Port Said.

The steamer has splendid accommodation and carries a Doctor and a Stewardess. Lines can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE,

VIA NEW GUINEA.

STRAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN,

HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG:

(Subject to alteration.)

TONS, SAILING DATES.

SANDAKAN TUESDAY, 16th October.

WILLEHAD 4,763 TUESDAY, 13th November.

ON TUESDAY, the 16th day of October, 1906, at Noon, the Steamship SANDAKAN, Captain G. Wendig, with 400 Passengers and Cargo, will leave this port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess.

Lines can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

1st Class 2nd Class 3rd Class

TO MANILA \$50.00 \$39.00 \$20.00... Return \$80.00 \$50.00

TO NEW GUINEA £18.00 £14.00... Return £42.00 £27.15

TO BRISBANE £10.00 £14.00... Return £14.00 £10.00

TO SYDNEY £31.00 £23.00... Return £59.10 £41.10

TO MELBOURNE £34.10 £24.10 £16.00... Return £62.50 £46.50

TO YOKOHAMA \$80.00 \$60.00 \$40.00... Return \$170.00 \$120.00

TO KOBE \$95.

Intimation.



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WATSON'S
SCOTCH
LIQUEUR
WHISKY.
\$15 per case.

A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.
ESTABLISHED A.D. 1841.
Hongkong, 28th September, 1906.

NOTICE.
All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contributions.

SUBSCRIPTION RATES ON ADVANCE.

DAILY—\$40 per annum.

WEEKLY—\$13 per annum.

The rates per quarter and per annum, proportional, The daily issue is delivered free when the address is accessible to messenger. On copy sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents.

The Hongkong Telegraph
HONGKONG, FRIDAY, OCTOBER 5, 1906.

THE "CHARTERHOUSE"
DISASTER.

As if the long list of disasters occasioned by the recent typhoons were not sufficiently heartrending still another was added yesterday by the news that the emigrant steamer *Charterhouse* had foundered at sea and that some 70 lives had been lost. We had thought that the poignant tale of suffering and sorrow had been completed, that it was possible now to look forward to brighter days, to forget, if possible, the terrible toll exacted by the typhoon in providing for those who have been left to fend for themselves. But the *Charterhouse* renewes the story, and the narrative related by the few who were picked up by the *Kohsichang* is pitiable in the extreme. What made the loss of life by the sinking of the *Charterhouse* all the more terrible is the fact that it occurred in the blackest hours of night, miles away from land, and beyond the reach of help. It is possible sometimes to take such measures as will ensure the majority on a sinking ship securing a chance of escape, but at night, amid a raging storm, with the waves running so high that not a life-boat will live in the water, the last chance is practically withdrawn. How Chief Engineer Dowse and the 25 Chinese managed to survive their experience is a marvel. All through that long night, with the typhoon at its height, and the seas playing havoc with the few spars which constituted their last hope of escape, they clung to the raft, but it was

a dismal outlook for them when day dawned. There was not a drop of fresh water, not a crust of bread—the prospect, indeed, was more dreary than if they had been swallowed up in the trough of the ocean and gained oblivion without the additional hardships of starvation and hopeless misery. For nearly three days the unhappy survivors of the wrecked vessel were tossed about in the ocean trusting in Providence that they would be picked up. It is pathetic to read of the mother and her child who was dying before her eyes. At last help came in the shape of the *Kohsichang*, but the child died on reaching the ship. Of the others constituting the remainder of the crew and passengers not a sign had been seen and we can only imagine their sufferings before the end came. The typhoons have been answerable for much misery, but nothing as it does when people had become sated with the effects of the gales, the tale of the *Charterhouse* seems to be the crowning tragedy amidst a veritable multitude of tragedies.

THE YUEN-HAN RAILWAY.

Little has been heard of the Canton-Hankow railway for some time and proceeding on the maxim that no news is good news it was generally believed that directors, shareholders and officials were working together harmoniously. From a despatch which was published from a correspondent yesterday, it would appear, however, that a certain amount of friction still exists between some of the parties. On this occasion it was a director and the engineer superintending the construction of the line who had a slight difference, which although trivial in itself may not unwarrantably lead to the conclusion that perfect amity has not yet been established. The director appears to have asked the chief engineer some very pointed questions on the subject of railway construction to which the official gave answers that were not considered satisfactory by the former. It is a common characteristic of officials to reply to questions submitted by unpractical inquirers on technical subjects in a slightly superior fashion, and probably the engineer of the Yu'en-han line is not above testing his replies to the questions of curious directors with that slight sarcasm which is peculiarly irritating. At all events, the director bluntly told the engineer that he was not fit to hold his position, or words to that effect, and there the matter stands. It is not stated whether the engineer replied with a *tu quoque*, but if Chinese engineers resemble their western prototypes he most certainly gave the director a clear and definite view of his opinion of directors in general and that director in particular, probably adding a few choice references to the director's ancestors and personal history. Of course, such contumacy on the part of a mere servant of the company is to be highly reprobated, but it is a well known fact that men who have acquired a technical education have a profound and scarcely disguised contempt for untechnical humanity. In other respects they may be the most genial and charming of people, but in matters concerning their own profession they will not tolerate argument or suggestion. The engineer of the Canton-Hankow railway had, no doubt, the last word in that encounter, but the director has the final say in the matter when it is brought under the notice of the board. Apparently the vernacular papers attach some importance to the incident, for it has been given prominence in the Press and seems likely to lead to fresh developments. In connection with the directorate of the Canton-Hankow railway the rumour is again given currency that the president of the board of directors has resigned in consequence of his dissatisfaction with the views expressed by his colleagues. It is stated that Cheung Pat Shi has been nominated to fill the vacancy and that his candidature is looked upon favourably by the general body of shareholders and the members of the board. Cheung Pat Shi is the promoter of the railway which it is proposed to construct from Canton to Whampoa and thence to Amoy. It might have been thought that the proposed railway being only in its initial stages would have absorbed all the energies of Mr. Cheung for a considerable time to come, but apparently the shareholders of the Yu'en-han line believe that a man capable of securing official, that is to say Imperial, assent to a scheme which has been projected by him, self, and which he himself proposes to carry out, is eminently suitable to guide and guard their interests in another scheme of railway development. Mr. Cheung was formerly Consul-General for China in the Straits Settlements and like so many of his compatriots made fortune in the Malayan tin mines. These differences and changes may or may not be of potential significance, but they show at least that the Yu'en-han railway construction scheme is not being allowed to drift, but is being pushed forward by the shareholders and officials and its consummation is not to be doubted.

WHITE-LEAD is the result of exposing sheets of lead to fumes of vinegar.

NEW-FANGLED NOTIONS AT KULANGSU.

What may be described as a matter of supreme public interest was discussed at a meeting of the Kulangsu Municipal Council, Amoy, held so far back as the 11th September. Some misguided person in that united and bucolic community has lately had the temerity to import a motor bicycle and disport himself along the highways and byways of the Municipality. It was not alleged that the throbbing and clatter of the motor had disturbed the somnolent tendencies of the inhabitants or that the fact of any one being in a position to import the new-fangled machine had aroused jealousy where all was formerly concord, but it was claimed that the fact of a motor bicycle whizzing at untold speed along the bypaths was a menace and danger to the residents. In fact, the mechanical device was a thorough nuisance and should be suppressed without further delay, for there was no telling whether others might not so far lose their equilibrium in a burst of modernity as to invest their savings in a similar contrivance. Here was a subject of sufficient importance to receive the profound consideration of the tribunes of Kulangsu. Should they nip this unwanted and amazing effusion of spirit and independence in the bud, and order the motor bicycle to be confiscated while the miserable owner should be punished *à la* the prisoner of Chillon, or should they exercise that magnanimity for which Kulangsu is so justly famed? There was no precedent, on which to act; the by-laws made no reference to "puffing-billies" or "flying Dutchmen" or like. Matter for thought indeed. But the Councillors were equal to the occasion and they drew up a resolution which was deprecatory, hortatory and appreciative all at once and the same time. It was a resolution which might have been laid before a frivulous son by an anxious father. The Council instructed the secretary "to inform the owner of the motor bicycle that while the Council consider such machines undesirable on the island and any increase in the number of these machines on the roads should be discouraged as they are a source of considerable danger to the public, they realize the care the owner takes to avoid accidents and, for the present, are willing that 'closed time' for riding the machine shall be from 4 p.m. to 6.30 p.m." Nothing could be better; nobody could be offended; and yet there is that caution to the rash "delinquent" and that sage advice to others who might be inclined to follow the broad road to destruction which show that the councillors are diplomats as well as advisers—fathers of the people in every respect. It is unfortunate that nothing is said about a penalty should the wild novice of Kulangsu disregard the "closed time" and persist in careering madly round the Municipality between the hours of 4 p.m. and 6.30 p.m., when the Kulangsu colosses are sauntering towards the new cricket club pavilion in their best bib and tucker and the men are discussing at great length their last poker hand on the previous night. We suggest that the penalty should be something mixed with boiling oil. No one would be so heartless as to suggest that the offender should be banished from the sweet delights and placid peacefulness of cheerful Kulangsu. But perhaps if the villain persisted in his nefarious practices it might come to that. We trust most sincerely that the people of Kulangsu will take the advice of their city fathers and have nothing whatever to do with those soul-racking, heart-breaking, irresponsible, disgusting and plebeian motor bicycles. If only Hongkong would take the same advice we might be almost as happy as Kulangsu.

LOCAL AND GENERAL.

THE opening match of Kowloon Cricket Club for the season will take place tomorrow at 2.15 p.m. Teams will be selected on the ground.

A BRICKLAYER, who was employed with others in attending to the brick work of the Kowloon godowns, was arraigned before Mr. H. H. J. Gompertz, at the Police Court to-day, charged with stealing a quantity of soap, the property of the Godown Company. The caretaker said he saw defendant remove the lid from the box and steal the soap. Defendant admitted the theft, and was sentenced to fifteen days' hard labour and six hours' stocks.

A MALAY calling himself Jacob, second name unknown, was proceeded against by E. S. 61 Sullivan, before Mr. H. H. J. Gompertz, at the Police Court this morning, with keeping a boarding-house for seamen without permission from the Harbour officials. Jacob denied at first that he was the keeper of the restaurant, and gave the name of another Malay, whom he alleged was the proper master. When that gentleman was called and he denied the statement made by Jacob, the latter became muddled and murmured that he did not know if he had a permit was necessary for such a business. He has only been in the Colony for twenty years. When the Court said that Jacob could be fined \$100, he thought that he was fined that sum and clutched on to the rail of the dock. He livened up considerably, however, when his Worship said he would only have to pay \$15 on this occasion.

SAMUEL Vaughan, an engineer by profession, was charged before Mr. H. H. J. Gompertz, at the Police Court this morning, with being a vagrant and having no visible means of subsistence. The defendant pleaded guilty to the charge, and added that he only arrived in the Colony yesterday on the steamer *Laisang*. His Worship issued an order sending defendant to the House of Detention.

TYphoon Relief Fund.

We have received, too late for publication to-day, a further list of subscriptions to the Relief Fund. Including the amounts received from the Tung Wa Hospital, the subscriptions acknowledged to date amount to \$147,500.26.

ALLEGED MANSLAUGHTER.

EVIDENCE FOR PROSECUTION HEARD.

Gaul Warder George Street was arraigned on remand before Mr. H. H. J. Gompertz, this afternoon, at the Magistracy, on a charge of manslaughter. Street is alleged to have assaulted Wu Luk, a prisoner in the Victoria Gaol with his truncheon on the 24th ultimo, causing his death some time afterwards. Seven witnesses were to be examined for the prosecution.

Mr. F. B. L. Bowley, Crown Solicitor, of Messrs. Dennis and Bowley, prosecuted on behalf of the Crown, and Mr. E. J. Grist, of Messrs. Wilkinson and Grist, represented the prisoner, Chief Detective Inspector Hopson watched proceedings on behalf of the police, while Mr. R. H. A. Craig, assistant superintendent of the Victoria Gaol, was also present.

The Crown Solicitor proceeded to give an outline of the case. He said that the deceased was a boorman, and was sent to gaol on the 21st ultimo, for fifteen days, for being in unlawful possession of a quantity of goods, for which he could give no satisfactory explanation to the police. On the morning of the 2nd ultimo, the deceased was examined by the prison doctor, and was certified as fit for "number one hard labour." On the morning of the 24th September deceased was put to hard labour at 11.45 o'clock. At that time defendant had charge of the lower yard where the men undergoing hard labour were. The hard labour consisted of shovelling and stone-lifting at alternate half hours. On the day in question defendant was only on duty from 11.45 a.m. to 1 p.m., at which hour defendant was relieved by Warder Walter Savage. Mr. Bowley, continuing, said that Savage would inform the Court when he was called that from the time he relieved defendant until 4.15 p.m. that day, when the prisoners were marched to their cells, nothing particular had occurred. Deceased passed the night in his cell, and at 5.15 o'clock next morning the men were paraded again for hard labour. On this day defendant took charge of the gang at 6.15 a.m., and some two hours later he was again relieved by Savage. While the men were at work deceased was seen to fall in a faint and had to be removed to the prison hospital. The man was there examined by Dr. Moore, medical officer of the Gaol, and finding the man's condition very serious, Mr. Craig was communicated with, who took down in writing a statement made by deceased. In that statement deceased complained of being assaulted by a European warden. Several European warders were paraded before deceased's bed and he picked out from among the gang the defendant, who, he added, struck him on the left side with his truncheon, without saying a word. The man gradually got worse and he was removed to the Government Civil Hospital for treatment. It was found necessary to operate on the deceased for a rupture. While under the operation deceased's spleen was removed. This operation was performed by Dr. Koch, and a little time later the patient died from shock. His corpse was taken back to the gaol mortuary and a *post-mortem* examination held by Dr. Moore, who concluded Mr. Bowley, was of opinion that death was caused by the rupture of the spleen.

Mr. R. H. J. Craig was the first witness called and examined, and in cross-examination by Mr. Grist, said he had never heard of a prisoner dying by rupturing his spleen while at hard labouring in gaol. He explained that a prisoner had every possible chance of complaining to the principal warden in case he had a grievance, as that officer went round the gaol four times an hour daily. No complaint was made by the deceased to any gaol official. In fact witness passed deceased a few minutes after the alleged assault was said to have happened but he made no report. Mr. Craig was further cross-examined at some length, after which Dr. Moore was called to the witness stand to speak as to the result of the *post-mortem* examination he held on the body of deceased. The case was then adjourned.

SONKEN JUNKS

AND THEIR OWNERS.

The owners of junks sunk in the harbour in the recent typhoons are playing a very interesting game—interesting, that is, from their point of view. Although notices have been widely circulated among the fraternity, calling upon those to come forward who have lost junks in the harbour, and point out where they went down, apparently they "know a game worth two of that," so they sit tight and watch the Harbour folk's operations. When one or other of the watchmen's boats is safely surfaced, and placed out of harm's way, they calmly come forward and claim their property. Of course they have to pay the expense of raising their boats, but as the Harbour Department are not there to make profit out of the work they are saved the trouble of arranging for the raising of their property, and they are also saved a percentage of the costs. Of course this adds considerably to the labours of the Harbour Staff as it is of paramount importance that the harbour should be cleared of all sunken derelicts, so as to keep the channels safely open to navigation, with the utmost expedition possible, and thus they are unable to wait indefinitely for the owners to come forward, but do the work themselves. The main channels are now nearly all clear of boats, and the work of raising slipped anchors and cables is now proceeding, though it is impossible to say how soon this work will reach a conclusion.

The C. P. R. Co.'s *s.s. Empress of Japan* left Yokohama p.m. on 4th inst. for Victoria and Vancouver.

The C. P. R. Co.'s *s.s. Empress of India* left Vancouver, etc., for Hongkong via naval ports of call a.m., on 2nd inst.

The Apac Co.'s *s.s. Catherine Afar* from Calcutta left Singapore yesterday p.m. and may be expected here on 9th inst.

The C. P. R. Co.'s *s.s. Tarlar* arrived at Yokohama at 7 a.m. on 5th inst., and left again at midnight same day, for Kobe, where she is due to arrive at 6 a.m. on 7th inst.

The Imperial German Mail *s.s. Prinzess Alice* carrying the German Mail with dates from Berlin, of the 1st ult., left Singapore on 4th inst. at 9 a.m., and may be expected here on 8th inst. at 10 a.m.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

SENSATIONAL ROBBERY AT SHANGHAI.

JEWELLER'S ASSISTANT DRUGGED.

THIEVES DECAMP WITH \$20,000 WORTH OF JEWELS.

[From Our Own Correspondent.]

Shanghai, 5th October, 2.20 p.m.

A sensational jewel robbery was committed in Shanghai yesterday.

Two foreigners entered a jeweller's establishment in Yunnan Road, drugged the shop assistant, and decamped with diamonds to the value of \$20,000.

The alarm was immediately raised and information sent to the police authorities.

Detectives were sent out to scour the city and half an hour later the accused were captured.

The two men were brought before the Court to-day and remanded.

A NEW TYPHOON.

Notice was received at the Harbour Office at 2 p.m. to-day of the presence of a typhoon, whose centre was to the north-west of Iuzon. The direction in which it is travelling was not reported.

The U.S. Consul-General kindly forwards us the subjoined telegram received by him at 2.35 p.m., to-day:

"Manila Observatory, October 5th, 1906,
10 a.m.
There is a depression W. off north Luzon."

FASHIONABLE WEDDING.

The following is the list of those present at the wedding of Captain Muller and Miss Berkeley yesterday, which owing to want of space we were unavoidably compelled to hold over.

H. Excellency Sir Matthew Nathan, K.C.M.G., accompanied by Captain Coleman, A.D.C., and Mr. R. A. B. Ponsonby, Private Secretary, H. E. Colonel Darling, Commanding the Troops, Commodore H. Pigott Williams, Hon. Sir Henry Berkeley and Lady Berkeley, Mr. Justice A. G. Wise, (Puisne Judge) and Mrs. Wise, Hon. Mr. T. Sercombe-Smith (Colonial Secretary), Hon. Mr. A. M. Thompson (Colonial Treasurer), Hon. Mr. W. Chaitram (Director of Public Works), Hon. Captain F. J. and Mrs. Baddeley, Hon. Mr. E. A. and Mrs. Hewitt, Hon. Dr. Ho Kai, Hon. Mr. W. J. Greson, Hon. Mr. Wei-Yek, Mr. A. Fletcher, Sir Francis and Lady Pigott, Mr. E. H. Sharp, K.C., Mr. C. and Miss Wilkinson, Mr. and Mrs. F. Paget Hett, Mr. and Mrs. H. W. Looker, Hon. Dr. J. M. Atkinson, Mr. G. Hastings, Mr. E. J. Grist, Mr. and Mrs. Hall Brutton, Mr. G. H. Wakeman, Mr. A. Seih, I.S.O., Mr. J. H. Kemp, Mr. H. H. J. Gompertz, Mr. F. A. Hazeland, Mr. J. Scott Harston, Mr. J. Dyer Ball, Mr. F. B. L. Bowley, Dr. and Mrs. Clark, members of the foreign consular corps now in Hongkong, Eng-Lieut. H. F. and Mrs. Bell, Major and Mrs. A. A. Chichester, Captain and Officers H.M.S. *Flora*, Captain and Officers H.M.S. *Fame*, *Tamar*, *Robin*, and *Moore*, Colonel and Officers of the Royal West Kent, the Venerable Archdeacon Hannister, the Rev. and Mrs. J. H. France, the Rev. A. J. Stevens, Dr. and Mrs. J. Jordan, Mr. and Miss Vernon, Mr. and Miss Master, Captain Grant-Dalton, R.N., Mr. R. Gardiner, Mr. and Mrs. Jackson, Mr. P. W. Goldring, Mr. and Mrs. d'Almada e Castro, Mr. and Mrs. R. A. Harding, Mr. and Mrs. Ram, Mr. and Mrs. Skotowe, Mr. and Mrs. Grove, Mr. and Mrs. Saunders, Mr. and Mrs. Weis, Messrs. H. Hancock, G. Courtney, W. W. G. Ross, and Lieut. Nugent, R.A. (others).

While the bridal party was in the vestry signing the register, the officers present prepared a surprise for them, they lined up the aisle, and formed an arch of crossed swords, under which the happy couple walked to their chairs.

SHIPPING AND MAILS.

MAILS DUE.

German (*Gneisenau*) 8th inst. 6 p.m.

German (*Princess Alice*) 8th inst. 10 a.m.

Indian (*Catharine Afar*) 9th inst.

Canadian (*Tarlar*)

TELEGRAMS.

"HONGKONG TELEGRAPH"
SERVICE.

INTERPORT AMENITIES.

TENNIS TO-DAY.

[From Our Own Correspondent.]

Shanghai, 5th October
2.20 p.m.

An interport tennis tournament is in progress to-day.

[Continued.]

Strike of Engineers in England.
LONDON, 3rd October.

Meetings of engineers have been held at Newcastle, Darlington and Stockton, at which it was decided to strike unless an increase of wages was granted in a fortnight.

Accident to the P. & O. "Isis"
The P. & O. "Isis" has put in at Zante, leaking, and with the loss of a propeller.

Later.
The "Isis" was carrying the Indian mails, and as she was leaking badly, the captain telegraphed for a man-of-war, with divers. A cylinder burst and the propeller broke and fell into the sea. The tables in the smoking room above the engines were blown into the air, and although there were several hairbreadth escapes, nobody was hurt.

The Air Ship Raod.
Raod has landed at Sandringham near the sea, and takes the fourth prize.

The United States and the Philippines.

It is understood that President Roosevelt has decided to send Mr. Magoon, the designate vice-governor of the Philippines, to relieve Mr. Taft in Cuba.

WILLIAM POWELL, LTD.

The report for presentation to the shareholders, at the fifth ordinary general meeting, to be held at the Curzon's premises, Des Vaux Road Central, on Saturday, 12th inst., at 12 o'clock noon reads—

To the shareholders of William Powell, Ltd.

The directors beg to submit their report on the working of the Company for the year ending 30th June, 1906.

The profit and loss account, including the sum of £67,95 brought forward from last account, as a credit balance of £20,699.17, from which is to be deducted the interim dividend of 5% paid on April 10th last, and directors' and auditor's fees leaving £10,865.17, which your Directors propose to appropriate as follows—

To pay a final dividend of 3% £4,500.00
To write off stock 5,500.00
To provide for bad and doubtful debts 182.00
To carry forward to next account 10,865.17

£10,865.17

Directors—Messrs. W. H. Gaskell and G. C. Maxon, the returning directors, being eligible, offer themselves for re-election.

Auditor—The accounts have been audited by your auditor, Mr. H. Percy Smith, Fellow of the Institute of Chartered Accountants, who is eligible and whom your Directors recommend for re-election.

W. H. GASKELL,
Chairman,
Hongkong, 4th October, 1906.

BALANCE SHEET 30TH JUNE, 1906.

Liabilities.
To Capital authorized and issued—
150,000 shares at \$10 \$150,000.00
Sundry creditors 150,015.04
the Hongkong and Shanghai
Bank 31,776.69
Unclaimed dividends 24.50
Equilization of dividends account 4,000.00
Profit and loss account 10,865.17
\$215,201.40

Assets.
By Sundry Debtors \$10,027.50
Fixtures and fittings 10,627.87
Investment at cost 2,450.00
Stock on hand as per manager's certificate 167,696.91
Cash to hand 1,374.53
H. K. & S. Bank, dividend account 24.50
\$215,201.40

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING 30TH JUNE, 1906.

To Interim dividend (5 cents per share) \$7,500.00
Director's and auditor's fees, 2.00 2.00
Balance 10,865.17

C.
By Balance from 30th June, 1905 \$676.95
Dividend on investment 350.00
Transfer fees 30.00
Bad debts recovered 76.43
Balance of working account 19,335.39

\$10,661.17

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 5th at 12 o'clock p.m.—The barometer has risen quickly over E. Japan and fallen slightly over China and Formosa.

The low pressure trough still lies over the middle part of the China Sea and the Pacific towards the N.E. of Luzon, with a tendency for a depression to form over the latter area.

Pressure remains high over China to the North of the Yangtze.

Strong N. and N.E. winds will continue in the Formosa Channel and the N. part of the China Sea.

FORECAST.
1.—Hongkong and neighbourhood, N. winds, moderate; fair.

2.—Formosa Channel, N.E. winds, strong.

3.—South coast of China between Hongkong and Lamock, N.E. winds, fresh.

4.—South coast of China between Hongkong and Hainan, same as No. 3.

CANTON AFFAIRS.

YUET-HAN RAILWAY DIRECTORATE.

[From a Correspondent.]

Canton, 4th September.
Some of the principal shareholders of the Yuet-han Railway Company have proposed that Cheung Pat Shih should be appointed to the chairmanship which it is understood, has been vacated by Chan To-Chai. They submit that Cheung Pat Shih's connection with business affairs in the Straits, his interest in railway matters—he the promoter of the Canton-Wampaoy line—and his recognised integrity eminently fit him for the post.

TARTARS AND CHINESE.

Recently, H. E. Viceroy Flora received a telegraphic despatch from the Chinese Consul-General at Singapore stating that Sun Yat Sen, a noted member of the Tuan Society, had sent a large body of men in Kwangtung with the object of inciting the people to rebellion. The Viceroy at once sent orders to the troops under his command enjoining them to keep a strict watch for any symptoms of disaffection. The Cantonese soldiery have obeyed the order willingly, but the Tartar soldiers refused to have anything to do with it, alleging that as the Cantonese men were being paid \$6 a month while they were only in receipt of \$2.91, they could not be expected to take the same interest in the affairs of the province. If their pay was increased to 16 they would be willing to look out for rebels.

ALLEGED DEFAULTING CONTRACTOR.

The other day a Chinese contractor agreed to perform some reclamation works on the estate known as Hoik Hok Tun, of a British merchant on Honan Island. When the work was commenced the contractor asked for and obtained the advance of some money and later on further advances were sought and obtained until a sum of \$10,000 had been paid. The Chinese contractor, thereupon disappeared.

The merchant at first relied on his books to discover the whereabouts of the defaulter, but when they failed, he proceeded to the British Consul and secured his assistance. A man named Fung Ah Yen told the merchant that he knew where the contractor was to be found. Fung was taken to the Namhoi Magistrate who sent a company of braves to accompany the merchant and the informer to the supposed addresses of the absconding contractor. It turned out that the latter was not known at the addresses given. The case is in the hands of the Canton police.

THE AIR SHIP RAOD.

Raod has landed at Sandringham near the sea, and takes the fourth prize.

The United States and the Philippines.

It is understood that President Roosevelt has decided to send Mr. Magoon, the designate vice-governor of the Philippines, to relieve Mr. Taft in Cuba.

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YARN MARKET.

AN UNPROMISING OUTLOOK.

A PATHETIC APPEAL.

Canton, 4th September.
Messrs. P. B. Petit & Co.'s report on the yarn market for the outgoing mail is more than usually interesting. By courtesy of the firm's local manager, Mr. Sorabjee Dunjeebhoy Setna, we are enabled to reproduce the review on the yarn trade for the past fortnight in the present issue. Messrs. Petit write to-day—

Our last circular was dated the 21st ult. According to subsisting arrangements with Chinese dealers the absolute cessation of business still continues; there are, therefore, no quotations to report.

ADJUSTING TYphoon DAMAGE.

We have already reported that damage had been sustained by the typhoon of the 18th September; the havoc which that brief but awful visitation has wrought is becoming more and more evident each day as the damaged bales of yarn are removed in the goods from one section to another. This removal is systematically effected in convenient lots by coolie-labour and sorted out to enable the marine surveyors to ascertain the extent of deterioration caused by rain and sea water and to adjust the values of damage sustained. This has been found to be considerable in certain lots, while in others the deterioration is sufficiently appreciable to swell the aggregate figure of loss when this comes to be ultimately computed.

Most importers do not believe in any Chinese policy, and many have already begun quitting their holdings, as far as is possible, of the damaged bales, even at heavy sacrifices, to Chinese dealers—such only as are holders of stocks of previous purchases. It is obvious that no sales could be effected to others under the agreements referred to in previous circulars. The sacrifice in price represents not only the allowances determined by the surveyors for partial damage, but Chinese buyers, taking advantage of the unique situation, and with the knowledge that a considerable quantity of bales must be forced on the market on previous purchases, hold aloof and only settle allowances at figures absolutely in their own interest. Thus clearances are effected at as much as, in some cases, double the surveyors' allowances. Chinese dealers, in this way secure bargains which, on the other hand, suit importers also who prefer to realize at known losses than run to others they know not of, as it is feared that by lapse of time the damaged yarn might be further deteriorated and their saleable value correspondingly reduced.

COOLIE LABOUR.

Profiting by the scarcity of labour, Chinese coolies employed in shifting the yarn from one godown to another not unnaturally see their opportunity to levy excessive demands for wages which they invariably succeed in commanding in the present condition of the labour market when demand in all directions far exceeds the available supply. An additional burden is thus heaped upon importers who have to face losses from several quarters.

CHINESE DEALERS' PREDICAMENT.

Reference has to be made to a circular of far-reaching import just issued by the nine leading firms of Chinese dealers in Cotton yarn in the Colony, viz., Fook Hing, Sun Hing, Kung Hing, Yau Cheong, Fook On Cheong, Kwong Loo Cheong, San Hung, E Yuen, and Hung Kee. The circular recites the bad times experienced by agriculturists in South China and the bad crops which are responsible, among other causes, for the greatly reduced consumption of Cotton yarn as compared with former years. Country traders possessed of the knowledge of the prevailing general stagnation, with large stocks in hand and no immediate prospect of their being disposed of, decline to purchase, as they anticipate a fall in price when yarn is to be had everywhere and in such large quantities. To aggravate the situation the further fall in the value of the Rupee has materially helped to bring down the price of yarns.

THE GOVERNMENT ANALYST REPORTS THAT THE WATER IS OF EXCELLENT QUALITY.

Universal constant supply during the whole month of September, 1905. Rider Mails in operation up to 17th September, 1906, in the Central and Western Districts. Universal constant supply from the 18th Sept., 1906.

CONSUMPTION OF WATER IN KOWLOON PENINSULA DURING THE MONTH OF SEPTEMBER, 1906.

Consumption 144,793,000 139,218,000 gallons
Estimated population 230,100 234,900

Consumption per head per day 21.0 16.9 gallons

STORAGE GALLONS.

1905 1906
Tyam 381,650,000 399,120,000
Byewash 1,471,300 25,842,000
Pokfulum 65,161,000 70,220,000
Wong-nei-chong 20,715,000 31,678,000

Total 468,466,000 527,660,000

CONSUMPTION OF WATER IN THE CITY OF VICTORIA AND HILL DISTRICT DURING THE MONTH OF SEPTEMBER, 1906.

Consumption 15,616,000 14,847,000 gallons
Estimated population 75,434 81,100

Consumption per head per day 6.9 6.1 gallons

The Government Analyst reports that the water is of excellent quality.

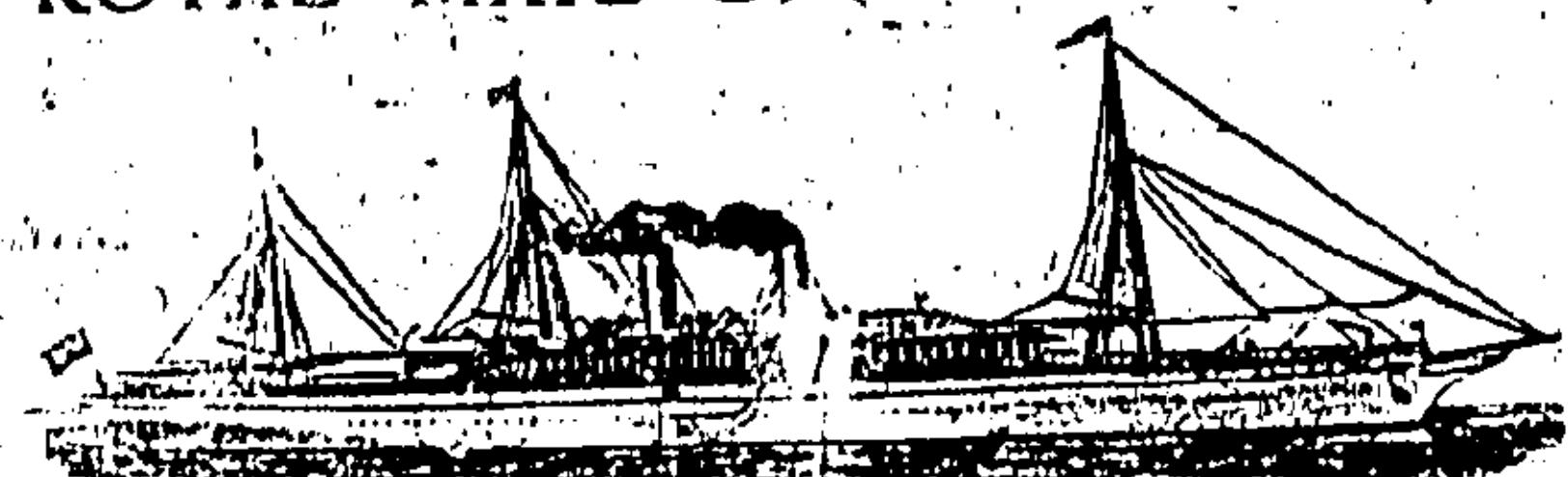
W. CHATHAM,
Water Authority.

SHANGHAI SIKH POLICE STRIKE.

VOLUNTEERS CALLED OUT.

Shipping—Steamers.

**CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE**

**Luxury—Speed—Punctuality.**

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line," Saving 5 to 10 Days' Ocean Travel.

11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER	(Subject to Alteration).
"TARTAR".	4,425	WEDNESDAY, October 24	November 17	
"EMPEROR OF CHINA".	6,000	THURSDAY, October 25	November 12	
"EMPEROR OF INDIA".	6,000	THURSDAY, November 22	December 10	
"ATHENIAN".	3,882	WEDNESDAY, November 28	December 22	
"EMPEROR OF JAPAN".	6,000	THURSDAY, December 20	January 7	
"MONTEAGLE".	6,163	WEDNESDAY, December 26	January 19	
"EMPEROR".				Intermediate steamers will depart from Hongkong at 4 P.M.
				Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA of JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with Special Mail Express, and Quebec with the Company's New Palatial "EXPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 24 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class, \$120. 2nd St. Lawrence \$60. 3rd New York \$62.

Hongkong to London, Intermediate on Steamers, and 1st Class on Railways \$40. \$42.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers booked through to all points and around THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to W. CRADDOCK, Acting General Agent, Corner Pedder Street and Praya.

Hongkong, 3rd October, 1906.

(Projected sailings from HONGKONG.—SUBJECT TO ALTERATION).

For Steamship On

SAMARANG and SOURAJAVA HOPSANG SATURDAY, 6th October, 3 P.M.

SGAPORE, PENANG & CALCUTTA. SUISANG* SATURDAY, 6th October, 4 P.M.

MANILA LOONGSANG* SATURDAY, 6th October, 4 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 5th October, 1906.

CHINA NAVIGATION CO., LIMITED.

FOR STEAMERS. TO SAIL

MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE, SHANGHAI, YOOHOW* 6th October.

TIENTSIN XWEICHOW* 7th

TAIWANFOO CHANGCHOW* 7th

CHEFOO and NEWCHWANG KWEIYANG* 12th

SHANGHAI SHAOHSING* 13th

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo and Passengers at through routes for all New Zealand and other Australian Ports.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 5th October, 1906.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

**CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.**

Steamship Tons Captain For Sailing Dates

RUBI 2540 R. Almond MANILA (DIRECT) SATURDAY, 6th October, at Noon.

ZAFIRO 2540 R. Rodger " "

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 10th September, 1906.

HONGKONG—NEW YORK.

**AMERICAN ASIATIC
STEAMSHIP CO.**

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With liberty to call at the Malabar Coast.)

About 16th October.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 24th September, 1906.

Shipping—Steamers.**HAMBURG-AMERIKAN LINE
EAST ASIATIC SERVICE.****HOME-LINE****OUTWARD.****DESTINATIONS.**

SEGOVIA	YOKOHAMA AND KOBE	Beginning of October.
SITHONIA	SHANGHAI, KOBE AND YOKOHAMA	14th October.
C. FERD. LAEISZ	SHANGHAI, YOKOHAMA AND KOBE	25th October.
ANDALUSIA	SHANGHAI, KOBE AND YOKOHAMA	13th November.
AMBRIA	SHANGHAI, YOKOHAMA AND KOBE	22nd November.

HOMEWARD.

SUEVIA	HAVRE, BREMEN and HAMBURG, VIA SINGAPORE, PENANG and COLOMBO	10th October.
SENEGAMBIA	HAVRE, ANTWERP and HAMBURG, VIA SINGAPORE, PENANG and COLOMBO	16th October.
HABSBURG	NAPLES, HAVRE and HAMBURG, VIA SINGAPORE, PENANG and COLOMBO	2nd November.
BRISGAVIA	HAVRE and HAMBURG, VIA SINGAPORE, PENANG and COLOMBO	16th November.
SITHONIA	HAVRE and HAMBURG, VIA SINGAPORE, PENANG and COLOMBO	30th November.
RHE. ANIA	HAVRE and HAMBURG, VIA SINGAPORE, PENANG and COLOMBO	14th December.
HOHENSTAUFEN	NAPLES, HAVRE and HAMBURG, VIA SINGAPORE, PENANG and COLOMBO	28th December.
ALESIA	HAVRE and HAMBURG, VIA SINGAPORE, PENANG and COLOMBO	11th January.

* Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloon and Cabin staterooms. Lighted throughout by Electricity. Duly qualified Doctor and Stewardess on board. Laundry on board.

COAST SERVICE

DAPHNE	NAGASAKI AND VLADIVOSTOCK	Beginning of October. Freight and Passengers.
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KOWLOON	SHANGHAI AND CHINKIANG	5th October. Freight and Passengers.
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LYDIA	SHANGHAI AND CHINKIANG	To follow. Taking Cargo at through rates to Tsingtao and Chemulpo.
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		Freight and Passage apply to
--	--	------------------------------

		HAMBURG-AMERIKAN LINE HONGKONG OFFICE.
--	--	---

		SIEMSEN & CO.
--	--	---------------

		[654] Hongkong, 5th October, 1906.
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		THE ORIENTAL PACIFIC LINE.
--	--	----------------------------

		FOR SINGAPORE, PENANG AND CALCUTTA.
--	--	--

		THE Steamship
--	--	---------------

		"TUSCARORA"
--	--	-------------

		will be despatched for the above Ports, on or about the 10th of October, 1906.
--	--	--

		For Freight and further particulars, apply to
--	--	---

		SHEWAN, TOMES & CO., Agents.
--	--	---------------------------------

		Hongkong, 26th September, 1906.
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		[946]
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		EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
--	--	--

		FOR SYDNEY AND MELBOURNE, (Calling at Manila, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)
--	--	--

		THE Steamship
--	--	---------------

		"EMPIRE."
--	--	-----------

		Captain Helms, will be despatched for the above Ports, on SATURDAY, the 27th instant, at Noon.
--	--	--

		This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
--	--	---

		This Steamer is installed throughout with the Electric Light.
--	--	---

		A Stewardess and a duly qualified Surgeon are carried.
--	--	--

		N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.
--	--	--

		For Freight or Passage, apply to
--	--	----------------------------------

		GIBB, LIVINGSTON & CO., Agents.
--	--	------------------------------------

		Hongkong, 4th October, 1906.
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		[979]
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		THE AMERICAN & ORIENTAL LINE.
--	--	-------------------------------

		FOR NEW YORK.
--	--	---------------

		(With liberty to call at Malabar Coast.)
--	--	--

		THE Steamship
--	--	---------------

		"YEDDO,"
--	--	----------

		Captain Cowley, will be despatched for the above Port, on or about the 13th November.
--	--	---

		For Freight, apply to
--	--	-----------------------

		ARNHOLD, KARBURG & CO., Agents.
--	--	------------------------------------

		Hongkong, 3rd October, 1906.
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		[975]
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		TO LET.
--	--	---------

		A HOUSE in KNUTSFORD TERRACE, KOWLOON.
--	--	---

		Apply to—
--	--	-----------

		TOYO KISEN KAISHA.
--	--	--------------------

		SOUTH AMERICAN LINE.
--	--	----------------------

		Regular Steamship Service between
--	--	-----------------------------------

BRITAIN'S GROWING ARMY OF LUNATICS.

MORE THAN HALF ARE WOMEN.

Although the number of certified lunatics in England and Wales, 121,979, on January 1, showed an increase of 2,150 over that of the previous year, the average annual rate of increase for the past ten years has been 2,554. During last year the population increased only some 1.2 per cent. while the number of lunatics increased by some 1.8 per cent.

One person in every 283 of the population is now insane, and there are 21,000 victims every year. Since 1870 the number of lunatics has grown from 36,762 to 121,979, of whom 65,715, more than half, are females. The asylums necessarily have cost £19,67,000, and the annual maintenance requires £1,880,000.

21,000 VICTIMS A YEAR.

Analyzing the causes, the Commissioners in Lunacy in their report issued on Thursday, assign a prominent place to alcoholic intemperance. Hereditary influence is traced to 19.2 per cent. of the males admitted, and 25.0 per cent. of the females.

The return takes the annual average of admissions, amounting to 16,451 males and 10,853 females, for 1904-5, and apportions the ascertained contributory causes. Hereditary influence covers 4,718 cases in the two sexes, intemperance 3,347 cases, and previous attacks 4,688. The percentages of admissions work out according to sex as follows:

Males Females.

Heredity influence ascertained	10.2	2.0
Previous attacks	16.1	22.3
Intemperance in drink	22.5	9.2
Domestic trouble	3.5	8.7
Adverse circumstances	5.8	3.6
Other mental anxiety and worry	5.4	5.8
Love affairs	0.5	1.9

A map shows that Lincoln, Berke, Wills, Dorset, Cardigan, Pembroke, and Carmarthen are the counties furnishing the highest proportion of insanity traceable to hereditary influence. Among counties which show the largest increase London is by far the most prominent, with 305 additions to the numbers of last year. The Home Counties of Middlesex and Essex also show a very large increase, 148 and 154 respectively while Kent has an increase of 69 and Surrey of 53.

LUNATICS AT LARGE.

A large number of patients are sent back into freedom every year "not recovered" (last year there were 1,722) and the report calculates that "rather more than one-third" of the discharged, including in this calculation those "recovered," have to be sent back to asylums. There is accordingly a constant stream of uncured lunatics flowing out of the various asylums, as well as the larger flood that is always flowing inwards. This of course helps the production of hereditary lunatics.

One-sixth of the women over twenty admitted into asylums during 1904-5 were widows; less than a tenth of the men admitted were widowers.

FORTUNE FROM SINGAPORE.

PATTI'S FAREWELL AFTER FIFTY-SIX YEARS OF SONG.

The leave-takings of those who have triumphed upon the stage and concert platform are parting long drawn out. But it seems certain that London on December 1 will hear the last of Adelina Patti's glorious voice.

Mr. Percy Harrison is arranging the diva's last concert at the Albert Hall, and in the autumn of next year she will make a farewell progress through the provincial cities.

Adelina Patti, who sang to perfection before she could speak articulately, has been a vocal wonder for more than half a century. She was born of Italian parents at Madrid on February 19, 1843.

At the age of seven (1850) she sang for the first time in public, in New York, and after a course of study, at the age of sixteen and a half, made for public re-appearance, this time on the operatic stage, in the role of Lucia (November 24, 1859), and achieved a tremendous success.

For over twenty years, the "Diva" sang at Covent Garden, and it is understood that her annual earnings between 1861 and 1881 averaged from £3,000 to £35,000, and that the latter sum was largely exceeded during such of the years in which she made professional tours in North and South America.

Her share of the profits resulting from her visit to Argentina in 1888, for instance, amounted to nearly £50,000.

Adelina Patti is certainly the only woman of her own or any other epoch who has earned three-quarters of a million sterling by singing and acting, in the course of four decades and a half.

SHIPPING.

Arrivals.

Stettin, Fr. s.s. 1,357. I. C. Farrell, 4th Oct.—Pulau Sembilan 23rd Sept., and Singapore 28th. Oil—Mr. Geo. McLean.

Venice, Br. s.s. 2,313. J. McCorman, 4th Oct.—Calcutta 17th Sept., Coal—M. & Co.

Kweliyang, Br. s.s. 1,049. D. Dowson, 5th Oct.—Cape Town 24th Oct., Gen.—B. & S.

Yochow, Br. s.s. 1,156. J. H. Brown, 5th Oct.—Canton 4th Oct., Gen.—B. & S.

Ponto, Nor. s.s. 836. V. Selberg, 5th Oct.—Canton 4th Oct., Gen.—Aggar & Thoresen & Co.

Suliberg, Ger. s.s. 78. C. Lund, 5th Oct.—Cantab 4th Oct., Gen.—B. & Co.

Oceania, Br. s.s. 3,507. W. Hayward, R.M.R., 5th Oct.—Shanghai and Oceania, Mail and Gen.—P. & O. S. N. Co.

Tean, Br. s.s. 1,546. Sommerville, 5th Oct.—Malta 2nd Oct., Gen.—B. & S.

Clearances at the Harbour Office.

Shoals Maru, for Swatow.

Daegu, for Bangkok.

Pronto, for Nanchang.

Sullberg, for Canton.

Numantia, for Keelung.

Stettin, for Shanghai.

Chongking, for Swatow.

Wakamatsu Maru, for Hankow.

Larerte, for Saigon.

Wik, for Hongay.

Carl Diederichsen, for Hoihow.

Rubt, for Manila.

Volute, for Balik Papan.

Oct. 5.

Sim'a, for Shanghai.

Holmen, for Swatow.

Brisnava, for Shanghai.

Kongwi, for Bangkok.

Hotel, for Hoihow.

Honebri, for Amoy.

Shouk Maru, for Swatow.

Merionethshire, for Shanghai.

Changchow, for Canton.

Sunkhang, for Ningpo.

Larerte, for Saigon.

Rashig, for Newchawng.

Lydia, for Haiphong.

Passengers arrived.

Per Kweliyang, from Chefoq—Master R. Robertson.

Per Ocean, from Yokohama for Hongkong—Miss Peacock, for Bombay—Mr. Bell.

For London via India—Mr. and Mrs. Vanauert.

For Sydney—Mr. and Mrs. Kadour.

For London—Lieut. Petmanay, and 1.D.B.S.

For Marseilles—Mr. and Mrs. Cole, and Mr. Colman.

From Kobe for Hongkong—Mr. and Mrs. Murray Bain, Mr. and Mrs. Edwards, infant, and amah. From Shanghai for Singapore—Mr. P. Ruiter, Rev. R. Wood, Messrs. Ravenfield and servant, Courland and Matsuda.

For Marsilles—Mr. and Mrs. Morilla.

For Hongkong—Messrs. H. Hual, F. W. Frank, U. R. Rogers, Mr. and Mrs. Moses, Messrs. Becker Otto, Crossley and servant.

For London—Mr. C. Miss, and Misses (2) Rose, Capt. Macnamara, Private Denhars, Mr. Mrs. Master and Miss Haward, Messrs. P. and R. Perry, and Mrs. Arthur.

Per Team, from Manila—Messrs. G. II. Rea, A. J. Horne, Dill Ewen, J. Ritchie, S. A. Russell, L. Yanez and C. Eriques.

Shipping Reports.

St. Team from Manila—Strong NE. wind, with heavy rain and moderate sea.

St. Kweliyang from Chefoq—Moderate wind and sea S, latter part strong NE. wind, with very heavy sea and rain squalls.

St. Kweliyang from Chefoq—Fine weather until 2nd inst., off Hainan Island encountered moderate E'y gale with much rain, and rough sea.

Vessels in Port.

STEAMERS.

Benvenuto, Br. s.s. 2,503. Kröble, 2nd Oct.—London and Antwerp 20th Aug., Gen.—G. J. & Co.

Binh Thian, Fr. s.s. 1,880. C. Roulet, 3rd Oct.—Hongkong 2th Sept., Rice—A. K. & Co.

Bourbon, Fr. s.s. 900. Le Ball, R. B. capt.—Saigon 23d Sept., Rice and Gen.—Man.

Carl Diederichsen, Ger. s.s. 774. H. Schlaikir, 27th Sept.—Canton 26th Sept., Gen.—J. & Co.

Changshing, Br. s.s. 1,464. T. Moore, 4th Sept.—Melbourne 31st July, Sydney 8th Aug., Brisbane 11th, via Broadmead, Townsville, Cairns, Cooktown, and Thursday Id 2th, Zambraon 7th, and Manila 1st Sept., Gen.—B. & S.

Changchow, Br. s.s. 1,222. Russell, 2nd Oct.—Singapore 23th Sept., Supt.—Chinese.

Changshing, Br. s.s. 1,256. S. J. Payne, 1st Oct.—Canton 30th Sept., Gen.—J. M. & Co.

Childar, Nor. s.s. 1,102. H. N. Elsens, 1st Oct.—Bangkok 24th Sept., Gen.—N. V. K.

Chinshang, Br. s.s. 1,117. R. Cox, 2th Sept.—Samarcand 16th Sept., Sugar—J. M. & Co.

Dagmar, Ger. s.s. 921. H. Engelhart, 14th Sept.—Bangkok 7th Sept., Rice and Gen.—B. & S.

Ellen Rickmers, Ger. s.s. 2,050. Mitchell, 20th Sept.—New York 3rd Aug., and Singapore 20th Sept., Gen.—A. K. & Co.

Emma Lukyan, Ger. s.s. 1,159. G. Corrand, 16th July—Mauritius 20th June, Sugar—Wing Siau & Co.

Empress of China, Br. s.s. 3,039. R. Archibald, R.M.R. 23rd Sept.—Vancouver, B.C., 4th Sept., and Shanghai 10th, Mails and Gen.—C. R. Co.

Faymar, Ger. s.s. 1,714. H. Lorenzen, 20th Sept.—Mali 25th Sept., Gen.—J. & Co.

Gregory Apcar, Br. s.s. 2,961. S. H. Nelson, 27th Sept.—Calcutta 17th Sept., via Penang and Singapore 22nd, Gen.—D. S. & Co.

Halvad, Nor. s.s. 1,070. C. Anderson, 10th Sept.—Samara 11th Sept., Gen.—A. K. & Co.

Hauk, Nor. s.s. 2,488. E. Olsen, 3rd Oct.—Mali 26th Sept., Coal—Agard, Thoresen & Co.

Hopwang, Br. s.s. 1,359. J. M. Hay, 15th Sept.—Sourabaya 5th Sept., Gen.—J. M. & Co.

Join Maru, Jap. s.s. 702. H. Obia, 3rd Oct.—Tamsui 20th Sept., Amoy 1st Oct., and Swatow 2nd, Gen.—O. S. K.

Koh Ichang, Ger. s.s. 1,220. C. Rosiesky, 4th Oct.—Bangkok 19th Sept., Gen.—B. & S.

Komai Maru, Jap. s.s. 1,783. Y. Minamikawa, 2th Sept.—Mali 19th Sept., Gen.—Mr. Fukuchi.

Korean, Am. s.s. 5,651. S. Sandberg, 1st Oct.—San Francisco 24th Sept., and Shanghai 30th, Mails and Gen.—P. M. S. Co.

Kowloon, Ger. s.s. 1,357. I. C. Farrell, 4th Oct.—Pulau Sembilan 23rd Sept., and Singapore 28th. Oil—Mr. Geo. McLean.

Venice, Br. s.s. 2,313. J. McCorman, 4th Oct.—Calcutta 17th Sept., Coal—M. & Co.

Kweliyang, Br. s.s. 1,049. D. Dowson, 5th Oct.—Cape Town 24th Oct., Gen.—B. & S.

Yochow, Br. s.s. 1,156. J. H. Brown, 5th Oct.—Canton 4th Oct., Gen.—B. & S.

Ponto, Nor. s.s. 836. V. Selberg, 5th Oct.—Canton 4th Oct., Gen.—Aggar & Thoresen & Co.

Suliberg, Ger. s.s. 78. C. Lund, 5th Oct.—Cantab 4th Oct., Gen.—B. & Co.

Oceania, Br. s.s. 3,507. W. Hayward, R.M.R., 5th Oct.—Shanghai and Oceania, Mail and Gen.—P. & O. S. N. Co.

Tean, Br. s.s. 1,546. Sommerville, 5th Oct.—Malta 2nd Oct., Gen.—B. & S.

Numantia, Ger. s.s. 4,380. Feldmann, goth Sept.—Portland, Or. 29th Aug., Gen.—P. & S. S. Co.

Osang, Br. s.s. 5,676. J. Riley, 2nd Oct.—Tacoma via Japan Ports 5th Sept., Flour and Gen.—B. & S.

Carl Diederichsen, for Hoihow.

Rubt, for Manila.

Volute, for Balik Papan.

Oct. 5.

Stettin, for Shanghai.

Wakamatsu Maru, for Hankow.

Larerte, for Saigon.

Wik, for Hongay.

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Carl Diederichsen, for Hoihow.

Rubt, for Manila.

Volute, for Balik Papan.

Oct.

Mails.



NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma, with

NORTHERN PACIFIC RAILWAY

COMPANY.

THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STRAITS, CEYLON, AUSTRALIA,

INDIA, ADEN, EGYPT, MEDITER-

RANEAN PORTS, PLYMOUTH

AND LONDON.

(Through Bills of Lading issued for BATAVIA,

PERSIAN GULF, CONTINENTAL, AMERI-

CAN AND SOUTH AFRICAN PORTS).

THE Steamship

"OCEANA;"

Captain W. Hayward, R.N.R., carrying His

Majesty's Vans, will be despatched from this for

Marseilles and London TO-MORROW, the

6th October, at Noon, taking Passengers and

Cargo for the above Ports.

Silk and Valuables, all Cargo for France,

and Tea and General Cargo for London will

be conveyed direct to Marseilles and London.

Parcels will be received at this Office until 4

P.M. the day before sailing. The Contents and

Value of all Packages are required.—

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 5th October, 1906.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA,

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer. Tons. Captain. Sailing.

Shawmut ... 9,666 E. V. Roberts 24th Oct.

Tremont ... 9,666 T. P. Garlick ... 20th Nov.

Pleader ... 3,753 F.G. Purinton —

Lyra ... 4,417 G.V. Williams —

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,

ATTENDANCE AND CUISINE, ELECTRIC

LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Tremont*

are fitted with very superior accommodation

for first and second class passengers. The

large size of these vessels ensures steadiness

at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo

carried in cold storage.

For further Information, apply to

DODWELL & CO., LIMITED,

General Agents.

Queen's Buildings,

Hongkong, 4th October, 1906.

[12]

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

1/4 PORTS AND SUEZ CANAL,

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG,

Steamship About

"ERROLL" ... 9th October.

"SHIMOSA" ... 27th

For Freight and further Information, apply

DODWELL & CO., LIMITED,

Agents.

Hongkong, 1st October, 1906.

[13]

AN APPEAL.

THE SUPERIORITY of the ITALIAN

CONVENT, CAINE ROAD, begs most

specifically to APPEAL to the Residents of

Hongkong and the Coast Ports, for their kind

Attention and support, and desires to state that

he will be pleased to receive orders for all kinds

of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs

and Collars renewed on old ones.

Ladies and Children's Under-clothing, Girls'

Dresses, and all kinds of Embroidery,

Materials can be supplied, if required.

The Superiority will also be most grateful

for any PAPER or old ENVELOPES to be made

into Books for the Children of the Poor Schools,

who are taught by the Sisters.

Honkong, 22nd April, 1892.

[14]

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

Per Case.

\$22.50

BRANDY

20.00

WHISKY, PALL MAIL

16.75

JOHN WALKER & SONS' OLD HIGHLAND

12.50

C. P. & CO.'S SPECIAL BLEND

10.50

PORT WINE, INVALIDS

20.00

DOURO

13.75

SHERRY, AMOROSO

20.00

LA TORRE

16.00

BENEDICTINE, D.O.M.

40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

[15]

Hongkong, 15th November, 1906.

[43]

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

DEPOT

GENERAL HOUSEHOLD

REQUISITES.

&c., &c., &c.

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

Telephone 256.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.

HONGKONG, 1st May, 1906.

[44]

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Connected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
				R.FERVE.	AT WORKING ACCOUNT.		
BANKS							
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$10,250,000 \$25,000 \$12,735 \$150,000	\$1,712,472	{ 1.15/- @ Ex. 2/14 = \$1.647 for first half- year 1906	\$800 sellers London £63
National Bank of China, Limited	99,925	\$7	\$6	\$1,600,000 \$147,895	\$74,099	\$2 (London 3/6) for 1903 \$47
MARINE INSURANCES							
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,000,000 \$100,000 Tls. 50,000	\$211,540	\$20 for 1904	6 1/2 % \$320
North China Insurance Company, Limited	10,000	\$75	\$5	\$1,000,000 \$100,000 Tls. 50,000	Tls. 302,053	Interim div. of 7/6 @ ex 2/10 to 15/16 .. Tls. 2.62 on account 1905	6 % \$180
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,000,000 \$100,000 \$131,131 \$153,844	\$2,702,271	Interim div. of \$30 for 1905	4 1/2 % \$775 sellers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000 \$100,000 \$161,729 \$155,527	\$508,334	\$12 and \$3 special dividend for 1904	8 1/2 % \$175 sellers
FIRE INSURANCES							
China Fire Insurance Company, Limited	20,000	\$300	\$20	\$1,000,000 \$100,000 \$220,488	\$344,098	\$6 for 1904	6 1/2 % \$93
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$100,000 \$15,464	\$422,618	\$25 for 1904	7 1/2 % \$43 ex. div.
SHIPPING							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$1,000,000 \$100,000 \$194,537	\$6,563	\$1 for 1905	6 1/2 % \$23
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$1,000,000 \$100,000 \$250,000	Nil.	\$1/2 for year ended 30/6/1906	5 1/2 % \$100 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	50,000	\$75	\$15	\$1,000,000 \$100,000 \$144,860	\$1,712,472	\$1 for 1st half-year 1906	8 % \$65 buyers
Indo-China Steam Navigation Company, Limited	100,000	\$10	\$10	\$1,000,000 \$100,000 \$180,000	\$20,010	10/- @ ex 2/1 9/16 = \$1.66	6 1/2 % \$74
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	\$1,000,000 \$100,000 \$140,000	Tls. 23,156	{ Interim div. of Tls. 2/1 a/c 1906	9 % \$55 sellers
"Shell" Transport and Trading Company, Limited	2,000,000	\$1	\$1	\$1,000,000 \$100,000 \$36,000	\$207,855	{ Interim div. of Tls. 2/1 a/c 1906	6 1/2 % \$21 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$1,000,000 \$100,000 \$132,957			